

1-1993

The Goody Bag - January 1993

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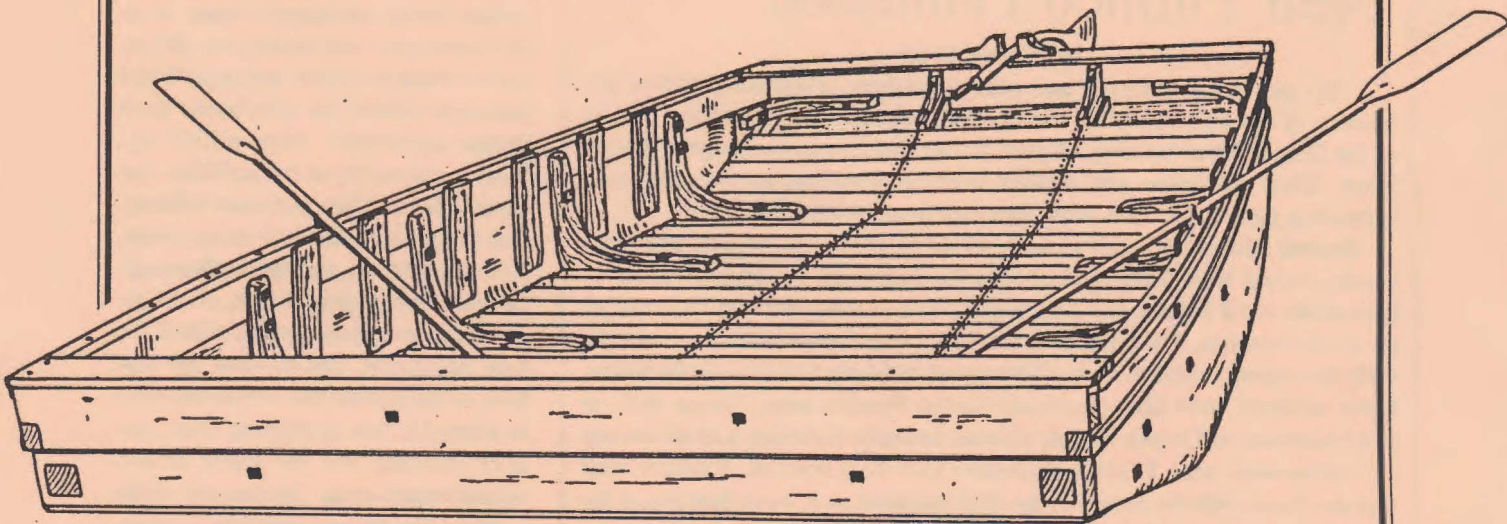
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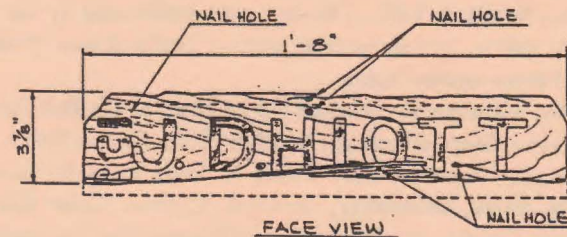
The Goody Bag

Volume Four, Number One SCIAA, Division of Underwater Archaeology January 1993

PROSPECT HILL CHINE-LOG FLAT SOUTH EDISTO



LENGTH: 45'-6
BEAM: 12'-0"
DEPTH: 2'-10"



NAME BOARD (CYPRESS)

RECOVERED FROM THE FRONT STARBOARD
RAMP AREA.

This is a drawing of a chine log flat located in the Edisto River. Although hard to date precisely, it appears the flat dates to the late 1800s. (Drawing by Billy Judd)

Hobby Divers Survey Cooper River

By Lynn Harris

During the summer of 1992 sport divers conducted a systematic survey to locate and record underwater shipwrecks, dock structures, pre-historic, and historic artifact sites in the west branch of the Cooper River.

The west branch is one of the most popular recreational river diving areas in South Carolina. The Cooper River

itself has a rich and varied history associated with the Etiwan Indians, colonial plantations and the rice culture, the American Revolution and the Civil War. The river was a historical highway leading inland from the port of Charleston. The survey of the Cooper River extends from present day Mepkin Abbey to the Strawberry trestle bridge, approximately three miles. This section of the river includes two known colonial plan-

tations - Pimlico and the original Mepkin Abbey plantation. The latter was owned by Henry Laurens, a wealthy merchant, shipowner, and illustrious political figure during the colonial and Revolutionary war times.

Hobby diver Jimmy Moss is directing the survey with occasional assistance from SCIAA's Charleston Field Office staff. Starting at the abbey, divers swam along the riverbank and approximately 20 feet into the channel to locate any sites. Each survey section of the river (usually from one bend to the next) is designated a survey code number.

Finds are marked with floats and plotted using topography maps, compass bearings, and landmarks. All recovered sample finds are bagged and cataloged aboard the dive boats. Each project participant keeps a field logbook to record his or her activities and observations. This includes information about the underwater environment, diving conditions, and the archaeological sites encountered. Maps, drawings, and shipwreck plans are also added. To date the survey has covered the east bank of the survey area and located (and re-located!) two shipwreck sites, one dock structure, and two major artifact concentration areas. By the end of the summer the divers completed surveying a substantial portion of the west bank.

During the winter, SCIAA staff have been helping the project participants to compile a written report on this project. This will involve doing background historical research on the plantations and shipping activities on the west branch, and compiling an inventory of the artifacts recovered with photographs and drawings.

Another important consideration is a review of past hobby diver reports about collecting in the area. During the 1970's and 1980's exclusive salvage licenses were issued to divers by SCIAA in this survey area. Under this permitting system vast quantities of artifacts

Large Wooden Vessel Found Near Pimlico Plantation

by Jimmy Moss

This past summer myself and other volunteers, under the guidance and sanction of the SCIAA underwater division, conducted an underwater survey of the Cooper River between Mepkin Abbey and the trestle bridge at Strawberry. While the entire area yielded much information, perhaps the most interesting section was near what once had been Pimlico Plantation.

Several interesting items were found off Pimlico. The remains of a large wooden vessel were found across from the plantation. Preliminary observations of the wreck indicate that it carried at least two masts and was large enough for ocean voyaging. Unfortunately, the wreck is at times partially covered by sand and a more complete study of the vessel will have to wait until the future. Many artifacts were also discovered in the Pimlico area. Things such as pharmaceutical and liquor bottles, historic ceramics including a small tea cup and colono-ware were found in abundance near the plantation. A pewter flask was also found with the name of Isaac Ball engraved on it. Isaac Ball owned the Bluff Plantation in the late 1800's. The Bluff is located next to Pimlico.

Pimlico was once a part of the Mepshaw tract of land which was granted to the Colleton family in 1681. This land was confiscated by the state after the Revolution, split up into six smaller tracts of land and sold. Pimlico Plantation was one of these smaller tracts.

Pimlico subsequently became the property of the Ball family. The Ball family was prominent among the families of the Cooper River, owning many plantations and tracts of land. Some of them were Kecklico, Mepshaw, Comingtree, Stoke, Strawberry, Limerick, Cypress, Cedar Hill, Cherry Hill, The Blessing, Quinby, Mepkin (owned by Eleanor Ball Laurens), and Pimlico. These are only some of the plantations and land they owned.

Pimlico was owned in the early 1800's by Hugh Swinton Ball who married Anna Channing. They had several children all of whom died as infants. Hugh and Anna themselves died 14 July 1838 in a fiery explosion onboard the steamer *Pulaski* while enroute to Charleston from New York. A lawsuit arose as to which one of them had died first, as the survivor was to inherit the bulk of the estate. The question was who was the survivor? The mass confusion and terror aboard the exploding steamer made this a difficult question to answer in a court. It was said the voice of Mrs. Ball was heard calling out to Mr. Ball. It

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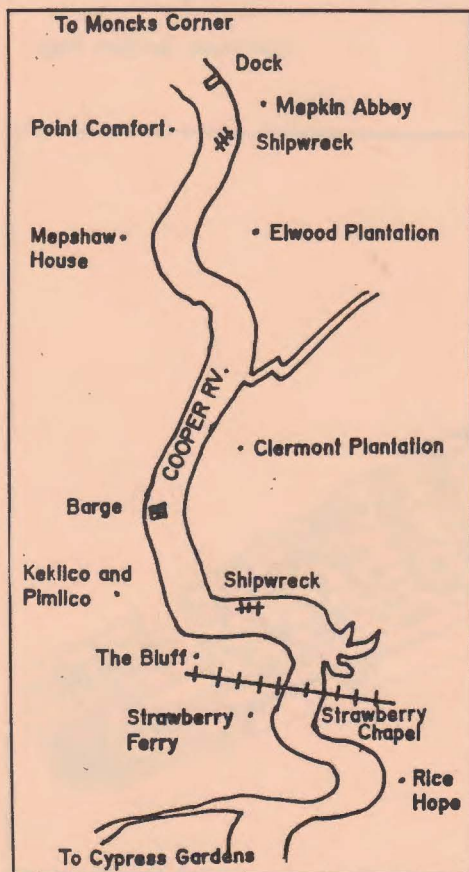
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Pimlico

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was decided that had he been living he would have called back. From this information the court ruled in favor of Mrs. Ball's family (the Channings of Boston) which got all of her estate and more than half of his. It had been Mr. Ball's intention to leave the plantation to his nephew, Elias Nonus Ball, upon his coming of age. Elias did receive a very considerable portion of the property. The nearby residents on the Cooper River were outraged and protested, however, when to make a greater profit the Channings, who were granted ownership of the plantation's negroes, sold them as individuals instead of following the gentlemen's custom of selling them by families.

Elias Octavus Ball, father of Elias N. Ball, erected a machine on the plantation that was used to thrash rice, one of the main crops of that time. It was said to be able to thrash fifty bushels of rice an hour when well attended. The machine was run by the use of a water wheel shaft and not a pestle as was used by some of the machines.



Mepkin Once Home To Henry Laurens

by Carl Naylor

Perhaps the best known plantation in the survey area if not on the entire Cooper River is Mepkin. Like Pimlico (see accompanying story), Mepkin had been part of a large tract of land granted to the Colleton family in 1681. Sir John Colleton was one of the original Lords Proprietors of South Carolina following the restoration of Charles II in 1663. The 3,000 acres known as Mepkin Plantation passed through several Colleton hands until 1762 when the land was sold to Henry Lauren for £8,000 currency.

Following his purchase of Mepkin, Laurens actively began turning the plantation into a working concern. In 1763 he had a schooner, named the *Baker*, constructed on James Island for transporting supplies to Mepkin and bringing back its produce to Charleston. The plantation's first product was timber and hogs. He later added the more lucrative business of growing indigo and rice.

Henry Laurens, you might remember, is quite a figure in South Carolina history himself. After accumulating a vast reputation, not to mention fortune, in the mercantile business in Charleston, he became one of the foremost leaders of the American Revolution. He served as president of the general committee of the first South Carolina provincial congress and of the council of safety, and as vice president of the new state. He was elected in 1777 as a delegate from South Carolina to the Continental Congress and was elected its president that same year. In 1780 he was captured by the British while on his way to Holland as commissioner to negotiate treaties and spent more than a year in the Tower of London. He was one of the commissioners who signed the preliminary treaty of peace between the United States and Great Britain in 1782.

Returning to Mepkin in 1784 he lived in his overseer's cottage while a new house was being built. The old plantation house had been burned by the British by way of acknowledging his role as a "rebel."

Following his death, Mepkin went to his son, Henry, who married Eliza Rutledge, daughter of another famous South Carolinian, John Rutledge. Subsequently, Mepkin passed through many owners, including Henry and Clare Booth Luce of magazine publishing fame, and is presently a Jesuit Abbey.

Cooper River

Continued From Previous Page

were recovered. This should make an interesting baseline data and comparative management study. Not only will the distribution pattern and composition of artifact collections from the past be informative, but also of any noticeable changes in the shipwreck sites and underwater environment. Information on each site will also be submitted to the state site files.

The time and effort of sport divers helping with this project is greatly appreciated by SCIAA. They are making a real contribution to the understanding of South Carolina's underwater heritage.

Malcolm Boat Excavated

Mud, Sweat, And Tears

By Christopher Amer

During the late Colonial Period the Ashley River, born in the swamps of South Carolina's Lowcountry and emptying into Charleston Harbor, was a busy highway of transportation. All manner of craft plied its waters ferrying goods, supplies, and people between the thriving plantations situated along its banks and the busy harbor port. Rice, indigo, and agricultural products were exported, while luxury goods, domestic necessities and building supplies, such as bricks and Welsh slate for constructing and roofing the plantation houses, were imported to the growing colony. It was within this cultural milieu that one of the hundreds of vessels locally owned and built, having outlived its usefulness and suffered more than its share of repairs, was dragged out of the main thoroughfare and abandoned in a slough approximately 12 miles from Charleston.

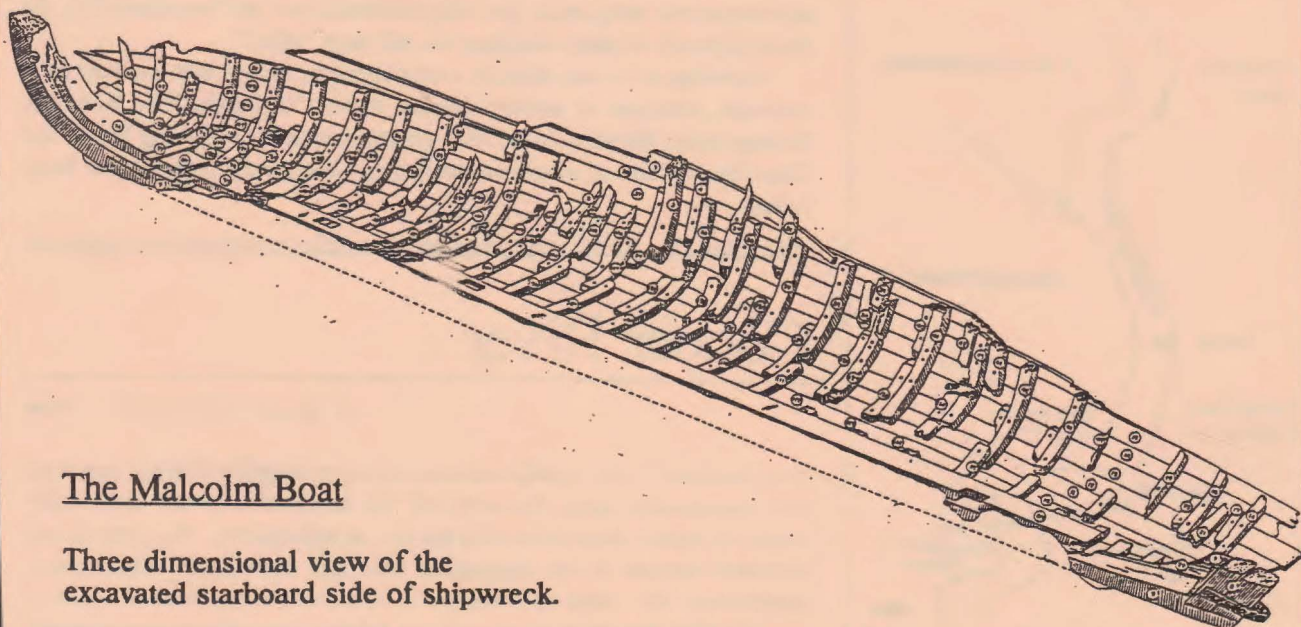
The Underwater Archaeology Division of the South Carolina Institute of Archaeology and Anthropology became aware of the boat in 1984 when a fossil collector searching along the river bank noticed timbers eroding out of the bank and reported the find to institute staff. The exposed part of the boat was stabilized with sandbags while funding was sought to excavate and preserve the site which was being destroyed by the wash from passing powerboats. Two years ago a matching grant from the South Carolina Institute of Archaeology and Anthropology and the South Carolina Department of Archives and History was secured allowing the division to conduct work on the Malcolm Boat, named after its discoverer James Malcolm.

The site, which is exposed at low tide and fully submerged when the water rises, was excavated during three

weeks in March/April 1992. With the assistance of a host of eager volunteers including students from the College of Charleston and members of an Augusta dive club. We excavated only the starboard half of the hull using the logic that boats are essentially symmetrical, therefore the half in a better condition needed to be recorded. This strategy also left half the site for further research and would allow us to evaluate the effectiveness of site stabilization using the unexcavated port side as a control. Excavators kept track of hull timbers by using sequentially numbered cattle tags and loose timbers and artifacts were recorded in situ, removed, photographed, and drawn to scale.

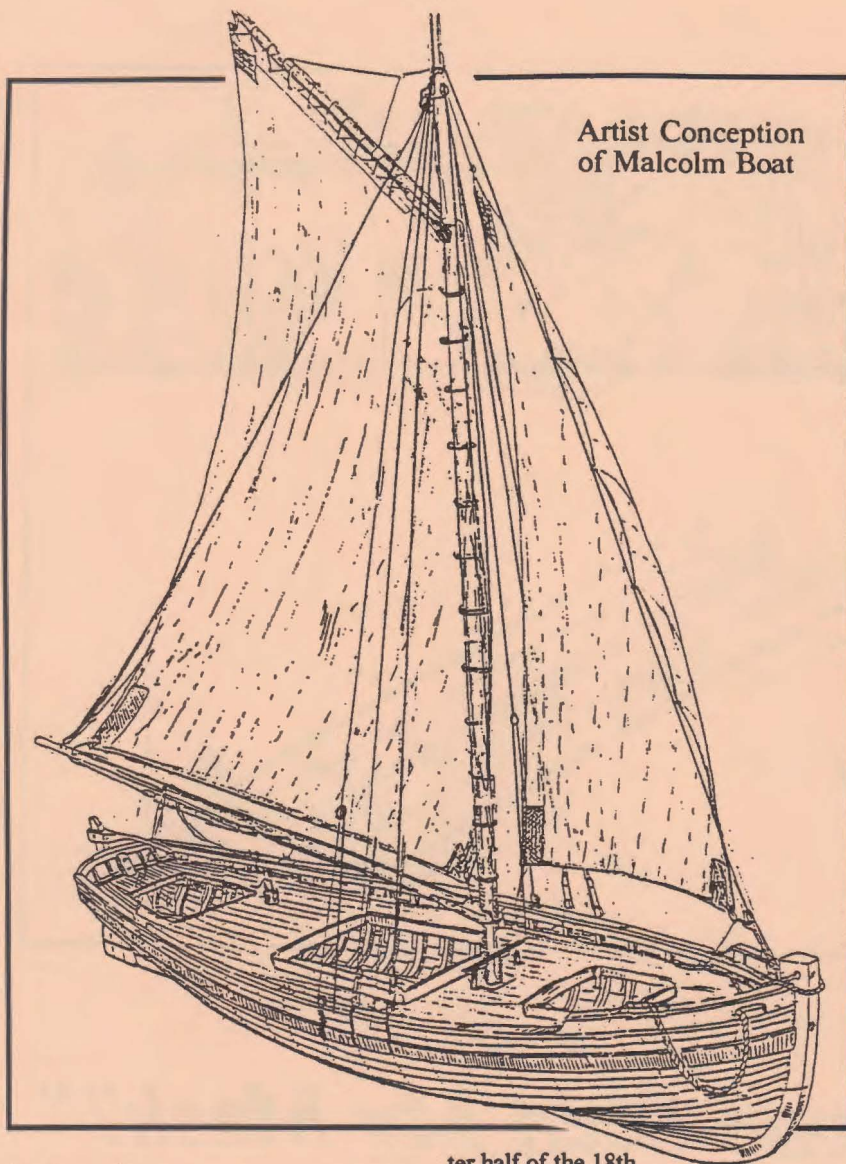
Once the entire starboard side of the vessel was exposed, a grid consisting of two-meter-square units was

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The Malcolm Boat

Three dimensional view of the excavated starboard side of shipwreck.



Artist Conception
of Malcolm Boat

Mud

Continued From Previous Page

erected and leveled over the site. Using the grid, the field crew recorded the hull, making plan, profile, and section drawings and taking numerous photographs and photo montages, using a photo tower, to aid in the reconstruction of the vessel.

After the site was recorded the hull was reburied and stabilized using hundreds of bags filled with "backmud" and seven cubic yards of sand donated by the county. The exposed slope was held in place with polyethylene Geoweb confinement fabric to protect the sediments and serve as an anchorage for the returning flora.

Artifacts recovered from within the hull and bilges suggest that the boat was abandoned during the lat-

ter half of the 18th century. Artifacts include bottle fragments, pipe stems, ceramics, slate, a pewter spoon, and a small cask containing an unidentified resin, possibly Cypress. Fragments of a small pulley block were also recovered from within the starboard side of the hull.

The hull was built of local woods and largely fastened with iron nails and wooden trenails. The 11-meter-long keel was cut from a single piece of Southern Yellow Pine and finished to approximately 23 cm on a side. Oak timbers made up the gracefully curving stem and stern structure. The stern was fitted with a transom and retained hardware for rudder attachment. The vessel was framed with white oak and live oak. Each of the 22 square frames along the keel were made up of a floor timber, which crossed the centerline of the boat, and three fut-

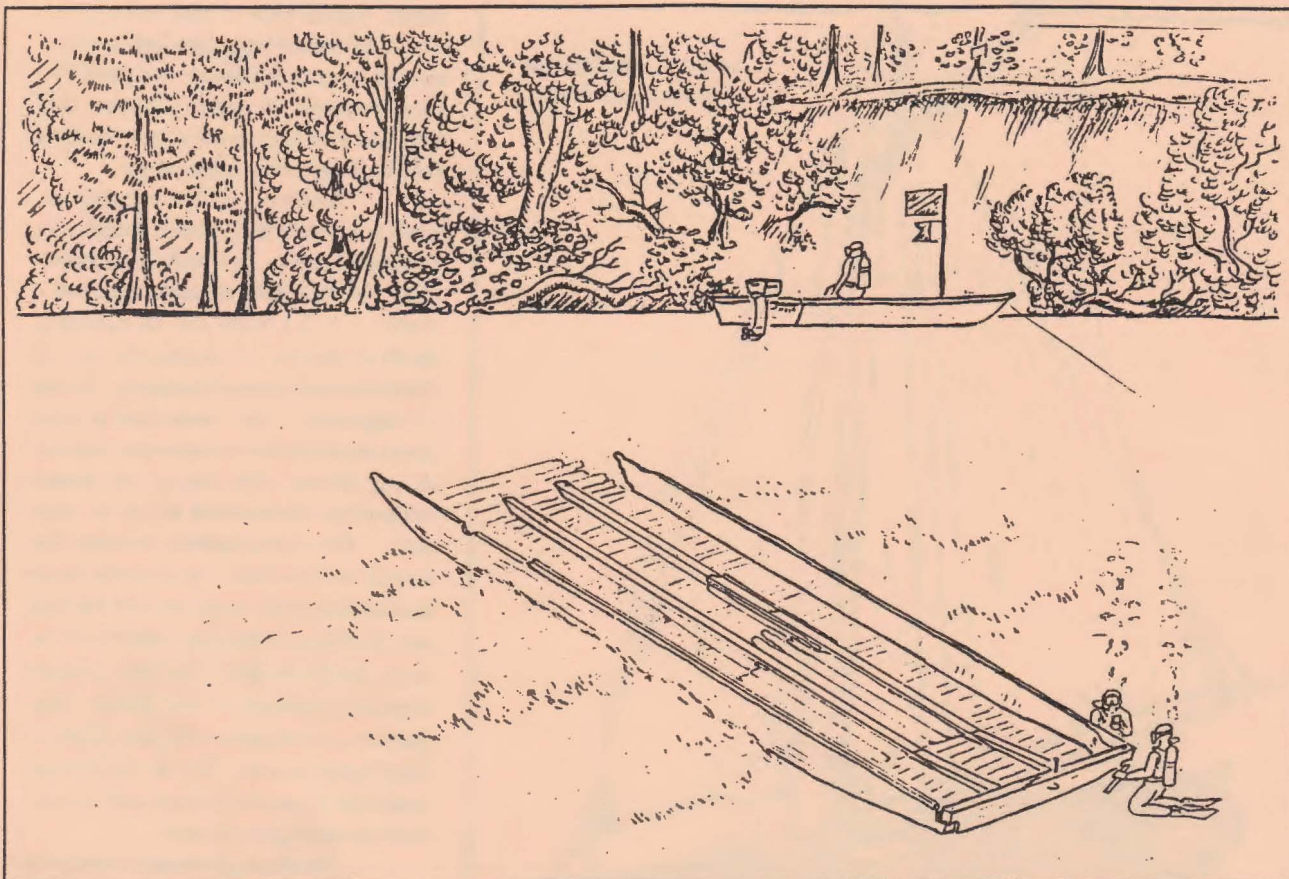
tocks. Planks were of pine and cypress. The 8.35-meter-long pine keelson was notched over each frame and held two mast steps on its upper surface. One side had also been notched out to allow for placement of a bilge pump.

Analysis of the remains reveals a round hulled, keeled vessel with a transom stern. The hull is 12 meters long (40 ft.) with an approximated 4 meter (13 ft.) beam and an estimated depth of hold of 1.7 meters (5.5 ft.). A displacement of approximately 23 tons is suggested. The vessel had a fairly sharp entry below the waterline and was roomy above. She had a full bodied midsection that carried aft to the transom. The construction features observed on the hull - numerous made frames along the cargo area of the hull and flexible end timbers, additional futtocks installed and a keelson notched over and fastened to each frame - suggest a boat designed with the ability to carry heavy loads. Yet the hull would have had a graceful shape and was no doubt pleasing to the eye.

We have given her a sloop rig as the rig is not inconsistent with the scant evidence found on the hull and with historical accounts of boatbuilding in South Carolina during the latter half of the 18th century. During that period many European shipwrights and artisans came to Charles Town from Europe bringing with them their boatbuilding traditions and practices of construction. From the 1740s to the time of the Revolution the four active Charles Town shipyards built many sloops and schooners in the 20 ton range, which were able to ply the coastal waters of the colonies and to enter into the West Indies trade. A transom stern would have enhanced the vessel's cargo carrying capacity and seaworthiness for offshore voyages and, as this illustration of Charles Town harbor in the 18th century illustrates, appears to be the stern of choice of colonial shipwrights in South Carolina.

At some point in the vessel's career the owner appears to have changed the mast location, possibly converting the rig configuration to that

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Waccamaw Season Ends

“Has Anyone Seen My Mask?”

by Darryl Boyd

The Waccamaw-Richmond Hill Waterfront Project has ended for the 1992 season, and, from underwater archaeological documentation in total darkness to manipulating anchors in blinding rainstorms, many things were accomplished and learned on the Waccamaw.

Measurements and sketched details of barges No. 3 and No. 4 were 99.9 percent completed. Other measurements of barge No. 2 and a rice gate found towards the end of the season were also taken. Areas around the barges were swept several times for accompanying artifacts, the mysterious fifth barge, and the vanishing periagua.

Hundreds of questions were asked — *What is that thing supposed to be? Why are my feet floating above my head? Where's my mask? Is that a log?*

Hundreds of answers were supplied — *That's Wally and his underwater Waccamaw helmet. Forgot my weight belt. In the boat. Smash!*

Seems like you never had enough equipment. *I need another light. What happened to my pencil? Where's the square? I need another couple of hands!!* These and other statements were often heard.

And the most horrid question of them all — *What happened to the slate with all my measurements on it??*

The diving associated with this project has to be some of the most challenging a person can endure. As Don Stewart would say: *Cooper River divers have nothing on Waccamaw River divers.*

Contributors to '92's adventure were: Don and Sherrell Stewart, Richard Burdine, Johnny Peace, Mike Au-

gustine, Jimmy Moss, Jerry Lathan, Avery Currie, Wally Ketron, and Robyn Kelly.

This year's continuation of the project could only have been the success it was because of the vigilance and professionalism of Hamp Shuping, the project director.

All daily work schedules and directions were worked out ahead of time by Hamp. This maximized time and effort needed to get the job done. Also, technical advice provided by Lynn Harris and other SCIAA staff members enhanced everyone's involvement in this learning experience.

So, if you want to try some exciting and challenging diving and learn how the pro's at SCIAA do it — join us in 1993. Contact Hamp Shuping (at 248-1223) or Lynn Harris (at 881-8536) for more information.

Differing Laws Govern Collecting

by Elizabeth Collins

Have you ever taken your prize arrowhead to an archaeologist to get some information about it only to have her/him tell you that it would be unethical for them to discuss it since you don't know where it came from. This may seem confusing since divers are allowed to collect artifacts, but there is a reason for it. South Carolina is one of the few states that has a law clearly spelling out who can collect archaeological artifacts in the state's waters and under what conditions this can be done. For this reason many people mistakenly believe this same law applies to archaeological resources on land. This is not the case.

The South Carolina law regarding underwater sites was written in reaction to the amount of diving and removal of information from state waters. The Sport Diver Archaeology Management Program enables the archaeologists at SCIAA to review reports from hobby divers and thereby have some knowledge of how and where the cultural resources are being impacted. This program also focuses on education regarding archaeological resources and their importance in understanding South Carolina's cultural heritage.

The Archaeological Resources Protection Act of 1979 makes it illegal for anyone to vandalize, alter, or destroy historic or prehistoric archaeological sites on Federal or Indian property, such as National Parks, National Forests, Federal Reserves, and military installations. Since this legislation was originally designed to combat full scale profes-

sional looting, removing artifacts over a certain dollar amount constitutes a felony offense.

State land is just that — the state's land and therefore should be considered much the same as private property. Although State Parks are there for our combined enjoyment, that does not mean they are there for our combined looting activities. People often say, "How will the removal of one arrowhead make any difference?" Suppose that each person who visited a historic site picked up one artifact. A site that has existed for hundreds of years can be destroyed in a matter of days, at most.

To remove artifacts from private land one must also be very careful of the legal ramifications. Going onto someone else's land without their permission constitutes trespassing, and altering their property in any way would constitute vandalism. Digging into graves, whether the grave of a three thousand year old Indian or a person buried over the weekend, constitutes desecration of graves and is also illegal.

The best and most responsible approach to artifacts is not to collect them at all! If you do, make sure that you know the land is private land and that you have the land owners permission to be on the land and to remove the artifact. And of course, record where and when you found the artifact and report any significant finds to the Deputy State Archaeologist. As with materials collected in state waters with a valid Hobby Diver License, artifacts recovered from private land belong to the land owner and will not be confiscated by the state.

The Waccamaw
Waterfront Project Logo



The Booklocker

by Scott Heavin and Michael James

Naylor, Carleton A. *South Carolina's Maritime History, An Annotated Bibliography, Colonial Period*. Columbia: SCIAA, 1990.

If you're looking for a good book on South Carolina's maritime history during the colonial period, but don't want to spend your Saturday afternoon trying to select one, this annotated bibliography may be the answer.

Conveniently divided into sections on Ships, Shipping, Pirates, Rivers, and Voyages, the material is clearly organized and provides instant access to listings in published works, periodicals, manuscripts, and newspapers. The annotation provides a brief look at the contents, and points out some of the more specific information within the works. With more than 250 listings, the bibliography could prove a valuable tool for students, researchers, or anyone with an interest in maritime history. This 36-page guide to information on South Carolina's historical ties to the seas and waterways is available for \$5.00 by contacting Elizabeth Collins at SCIAA, (803) 777-8170 or (803) 734-0567.

Rogers, Bradley A. *The ECU Conservator's Cookbook; A Methodological Approach to the Conservation of Water Soaked Artifacts*, 1st Edition. Greenville, N.C.: Program in Maritime History and Underwater Research, ECU, 1992.

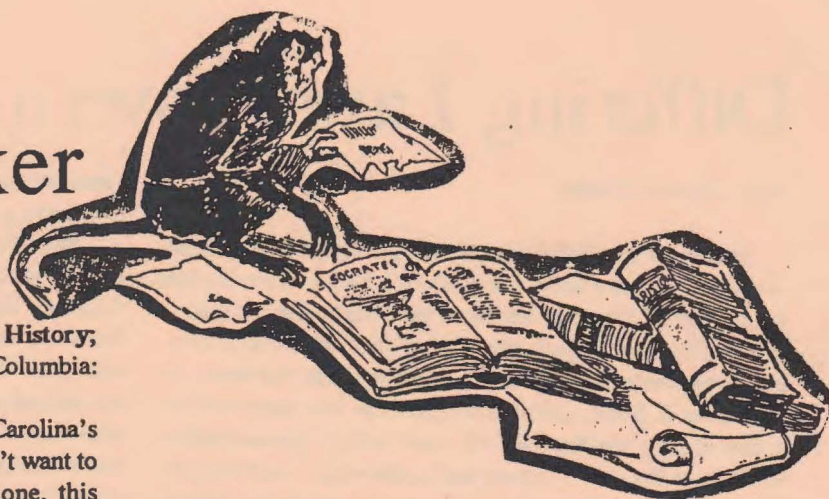
The *Conservator's Cookbook* provides useful information on many aspects of conservation of water-soaked materials. Topics dealt with include conservation of wood, iron, copper alloys, ceramics, organics, and many others too numerous to list. This text not only provides detailed instructions on conservation of specific materials, but also relates the theory behind the methods. Not only an instructional manual, and not just theoretical, the *Cookbook* combines the most important elements of each into one volume.

Another work by the same author provides an extensive listing of sources available to those who wish to become more proficient in conservation. The *Conservation of Water Soaked Materials Bibliography* is a listing of almost 800 sources broken into the same seven sections as the *Cookbook*, and also includes sections on general sources and conservation ethics.

Both of these texts are available by contacting the author at East Carolina University, Department of History, Program in Maritime History and Underwater Research, Greenville, NC, 27858-4353.

Ships and Shipwrecks of the Americas: A History Based on Underwater Archaeology. Edited by George F. Bass. London: Thames and Hudson Ltd, 1988.

This is a book that can be a valuable addition to the library



of everyone from the most avid diver in underwater archaeology, to the armchair reader of nautical history, or even for the person who wants to find the perfect book for a coffee table. By combining the research of sixteen authors and the editing capabilities of George F. Bass, *Ships and Shipwrecks of the Americas* provides a detailed chronological account of maritime history in the New World.

The theme commences with the watercraft built by Native Americans, and ends with the sinking of the *Titanic* and the *USS Arizona*. The chapters describe a variety of archaeology projects conducted on shipwrecks, such as the *Pinta*, *Nina*, and *Santa Maria* of the late 1400s; the *San Juan*, associated with the whaling days of the 1840s; the warships of the American War of Independence, like the *HMS Augusta*; and the *Monitor* of Civil War fame. There is also discussions about the ships that came at the end of the era of sailing ships like the *Skolfield*. These are only a few of the shipwreck sites mentioned in this comprehensive work.

The chapters not only have detailed information on hull construction, but also give interesting accounts of the people of each era. Through the readings it becomes evident how important water transportation was, not only in the discovery of the New World for Europeans, but also in their survival, and later how naval support was a major factor in military activities on land. This was seen in the blockade of Southern ports by the North's navy that helped defeat the South in the Civil War.

A theme that is repeated throughout the book is the importance of these sites in giving a detailed picture of the past, and why these sites are more valuable for the information they provide us about our past than they are for their monetary value.

This book is one of the few books on the general history of America's shipwreck sites and the use of underwater archaeology. There is more information and knowledge about ancient shipwrecks in the Mediterranean than there is about the design and construction of the relatively modern Spanish and Portuguese ships that made it possible for the Europeans to discover the New World. There had always been a tendency of being more interested in Old World archaeology, than in the archaeology of the New World. This book makes this history of ours very enjoyable, and it is also an important source of information.

Underwater Archaeology Discussed At Conference

by Scott Heavin

Archaeologists from around the globe presented papers on their current research or excavations at The Society for Historical Archaeology's 1993 Conference on Historical and Underwater Archaeology held 6-10 January in snowy Kansas City, Missouri. Covering such diverse topics as drydocks, bead manufacture, barges, and Spanish Caravelles, there was a topic of interest for everyone in attendance.

Being new to the "archaeological community," this was my first full-fledged conference. One aspect that surprised me was the presence of sport divers and avocational archaeologists in attendance at this professional conference. Underwater archaeology seems more and more to be coming out of the professional closet, and of interest to those without degrees and certificates. Next year's conference in Vancouver will be co-hosted and organized by an avocational group, The Nautical Archaeology Society of British Columbia.

With so much to see in so little time, I ran back and forth between presentation rooms hoping to catch the most interesting of the topics being discussed.

Perhaps one of the most interesting sessions was a panel discussion on ethics, with two of the eight member panel being from SCIAA. While the topic invariably seemed to degenerate into a discussion of the nasty habit of treasure hunting, many important issues were brought into the open and are sure to be discussed in offices and in the field throughout the coming year. Many proposals concerning guidelines, and ethical considerations are sure to be a part of next year's conference in Vancouver.

Being a newcomer to field, one of my first observations was that everyone seemed to know everyone else. This close knit group is quick to welcome new faces into the field, and answer questions or provide information without hesitation. This ability to feel instantly comfortable talking about a subject with someone who knows much more than I tends to make me believe I will not only enjoy the profession of archaeology, but the people in it as well. As the plane bumped and rumbled down the snow-covered runway headed back to Charleston, all I could think of was the future that awaits me in underwater archaeology.

Mud

Continued From Page 5

of a schooner to take advantage of this more economical rig which, with its ease of handling and smaller crew requirements, was the most popular rig for locally-built craft.

The Malcolm Boat is significant on a number of levels. It's abandonment and location is helping to confirm an emerging pattern of small craft disposal in the many small creeks and sloughs of the state's Lowcountry when those craft's usefulness was at an end. The boat's construction is not inconsistent with contemporary boatbuilding

practices that were imported to the New World from Europe and developed during the Colonial Period while utilizing the abundant colonial woods ideally suited for shipbuilding. The boat also tends to confirm, along with other vessels investigated in South Carolina, the extensive use of transoms noted in historical sources. Also historically documented is the practice, after 1760, of plantation owners having their own vessels built that were capable of going beyond the colonial confines and conducting trade as far away as the Carib-

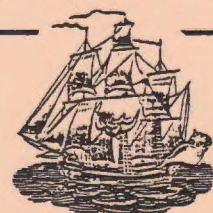
Students Join Chas. Office

We would like to welcome some new people to our Charleston office. Two College of Charleston students and one from East Carolina University will be working with us for the next few months as they pursue their studies.

The two College of Charleston students are Scott Heavin and Michael Seaver James. Both hope to graduate this year with bachelor of science degrees in anthropology. Michael was certified as a PADI open water diver in New Orleans and spent two years there cleaning boat bottoms. Scott is a PADI divemaster and is a graduate of our Underwater Archaeology Field School. Both are conducting independent studies courses at our Charleston office.

Harry Pecorelli is presently completing his course work for a masters of arts degree in maritime history and nautical archaeology at East Carolina University in North Carolina. He holds a bachelor of arts degree in aquatic archaeology from Humboldt State University in California, is certified as a PADI assistant instructor, and at one time owned a print shop in Maui, Hawaii. Harry will be working with our office in conjunction with his master's thesis research.

bean and South America. The Malcolm Boat is one of the first vessels studied in South Carolina that architecturally demonstrates this capability and, as such, is opening a new chapter in South Carolina's Maritime Tradition.



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